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COUNTRY	Hungary	REPORT NO.	[REDACTED]
TOPIC	Szolnok and Hajduboszormeny airfields		
EVALUATION	25X1	PLACE OBTAINED	[REDACTED] 25X1
DATE OF CONTENT	[REDACTED]	DATE PREPARED	10 December 1952
DATE OBTAINED	[REDACTED]	REFERENCES	25X1 ILLEGIB
PAGES	2	ENCLOSURES (NO. & TYPE)	[REDACTED]
REMARKS	25X1		

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1. Prior to February 1953, Szolnok (Q 48/O 37) airfield had been occupied by a Hungarian Air Force unit charged with the training of flight personnel. The following two aircraft types were observed at the field and flying over the field:
- Low-wing monoplane with one radial engine, tapering wings slightly dihedral and set perpendicular the fuselage, rounded off wing tips, two seats in tandem fashion, rigid, streamline -shaped and raised landing gear.
  - Low-wing monoplane with one in-line engine, leading edge perpendicular to the fuselage, trailing edge slanting to the fore, rounded-off wing tips, two seats in closed cabin, and retractable landing gear.
- A maximum of 12 aircraft with radial engines and 6 aircraft with in-line engines were observed. Both aircraft types bore the Hungarian nationality marking on a red Soviet star. Local flights and aerobatics were made in fair weather. Once, formation flying was observed. Twin-engine transports were seldom observed over the field. They occasionally practiced flying in formations of three, but usually flew individually. The aircraft released parachutists over the field. In 1952, expansion work was under way at the field and several new buildings were being erected. The installation was guarded by Hungarian Air Force soldiers.
2. Approximately west-northwest of the above mentioned airfield, south of Szolnok and west of the road to Rakoczifalva (Q 48/O 36), there was a civilian glider field at which gliding was practiced on Saturday afternoon, as well as on Sundays and holidays. The field was located in a meadow which measured about 6 km from north to south and 4.5 km from east to west. A field path branched off from the nearby highway and led to the field. Hangar-like buildings were seen on the field. Glider aircraft employed at the field allegedly were of the Voceak, Pillis and Koma types. The glider field was also used by the conventional aircraft of the Hungarian Air Force stationed at Szolnok airfield.
3. In the summer of 1952, an airfield was under construction at the southwestern perimeter of Hajduboszormeny (R 48/K 32), southeast of the road leading from Hajduboszormeny to Balmazujvaros (R 48/K 21). Allegedly, 400 to 500 workers were employed for grading work. No buildings were as yet erected. The field allegedly was to be provided with a concrete runway on the 3-km-long landing field.

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1. [Redacted] Comment. A flying officers school of the Hungarian Air Force is believed to be stationed at Szolnok airfield.

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2. [Redacted] Comment. [Redacted] the aircraft with the radial engine possibly is a UT-2 plane, while the type of the other aircraft cannot be determined.

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3. [Redacted] Comment. The parachute jumps were made from Ld-2s [Redacted]

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4. [Redacted] Comment. According to available information, the existence of only one alternate airfield just northwest of the Hajduboszormeny-Balmazújváros road is known. It cannot be determined which information on the location of the field is correct [Redacted]

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